

Bicycle and Pedestrian Planning and Facilities

Planning for bicycle and pedestrian facilities continues throughout Indiana. Bicycle and pedestrian plans were approved in many communities, such as Fort Wayne, Northwestern Indiana, the South Bend-Elkhart area, Muncie, Indianapolis and Marion County, Hamilton County, Bloomington, Lafayette, Anderson, Goshen, the urban portions of Clark and Floyd Counties, Terre Haute, Madison, Zionsville and Kokomo. Many of these communities are now updating and refining their earlier plans.

The Department of Transportation is increasingly attuned to the needs of cyclists and pedestrians. In the mid-1990s the Indiana Bicycle and Pedestrian Facility Planning and Development Plan was added to the statewide multimodal transportation plan. More and more INDOT projects feature improvements unheard of ten years ago. INDOT now incorporates sidewalks, separated bicycle-pedestrian paths, concrete pedestrian underpasses and widened paved shoulders in many of its projects to accommodate pedestrians and bicyclists. In January 2002, INDOT released the Indiana Trails Study, the most significant evaluation of trails in the state to date. The summary of the study is available on INDOT's website at <http://www.state.in.us/dot/studies/>



Pedestrian facilities in Indiana deserve notice. A renewed emphasis on walking is making sidewalks and walkways mandatory in many new residential developments. Initiatives supporting sustainable development, smart growth and livable communities are fueling interest in pedestrian facilities in Indiana. More bridges in urban areas, including some INDOT bridges, are designed with walkways to facilitate pedestrian travel. Cantilevered walkways were

planned in conjunction with bridge maintenance work in downtown Muncie. Curb ramps in cities and small towns improve access for people with disabilities and the elderly, wheelchairs and baby strollers. Pedestrian overpasses will soon permit safer crossing of major roads in Bloomington and Fort Wayne.

Demand for bicycle racks on buses has grown. Hammond, Fort Wayne, Lafayette, Bloomington, Columbus, Evansville, Muncie, Indianapolis and the Louisville metro area transit system have mounted bicycle racks on their buses, making many bicyclists multi-modal travelers. Tunnels will provide grade-separated access for pedestrian and bicycle use in Columbus, Schererville, Merrillville, Carmel, Portage and Indianapolis. When new highway bridges were built across the Wabash River in Lafayette and the White River in Indianapolis, the old bridges were converted to pedestrian bridges.



INDOT partnered with the Indiana Departments of Natural Resources, Commerce, Environmental Management and Health, Indy Parks Greenways, the National Park Service, FHWA, the Indiana Horse Council, the Hoosier Rails-To-Trails Council and Indiana Trails Fund, the Indiana Bicycle Coalition, and the Indiana Parks and Recreation Association, to present the 2001 Indiana Trails and Greenways Conference. The chosen theme, "Building Healthy, Livable Communities", emphasized the environmental and physical health benefits of greenways and trails. Over 400 participants attended the two and a half-day event. INDOT also helped organize and present the 1997 and 1999 Indiana Greenway conferences.

Indiana Rail-Trails

Based on information collected by the Rails-To-Trails Conservancy, there were 11,311 miles of rail-trails in the U.S. in May 2001.



Several rail-trails are under development around Indiana. The Cardinal Greenway, part of the 6,000-mile American Discovery Trail, will extend about 60 miles and connect Richmond, Muncie and Marion. The first 10-mile segment opened in Muncie in August 1998. By spring of 2002 over 30 miles of the Cardinal will be open for use in Marion, Richmond, Muncie and rural Delaware County. The B&O Trail, another rail-trail of statewide importance, will be about 55 miles long and permit non-motorized travel from Speedway in Marion County, through Hendricks and Putnam Counties, to the Wabash River in Parke County.

From Griffith in Lake County to Chesterton in Porter County, the 22-mile Oak Savannah-Prairie Duneland Trail is but one of several rail-trail conversion projects underway in Northwestern Indiana. Combined, the City of Portage and Town of Chesterton have opened 9.2 miles of the popular Prairie Duneland Trail. The 11.5-mile Erie Lackawanna Trail involved several Lake County jurisdictions. Additional links under development along abandoned railways and utility rights-of-way in Porter and Lake Counties are helping to create a regional network in the area.

In 1996, the first phase of the Monon Trail opened in Indianapolis with reports of very heavy use. Construction continued since that time, and in 2000 the last phase of the Monon was awarded Transportation Enhancement Funds. In 2001, the City of Carmel County completed a five-mile extension of the Monon, making a total of 12.5 of the anticipated 15 miles available for use by the end of the year. Overwhelming popularity is now raising the possibility of extending the trail north and south.



About half the funds awarded through the Transportation Enhancement Program that is administered by the Department support rail-trail and other bicycle and pedestrian projects in Indiana. According to the Hoosier Rails-To-Trails Council, as of February 2002, there were 41 rail-trails open for use in Indiana for a total of 107 miles.

Indiana's Accident Experience

The importance of improving conditions for bicycling and walking is becoming increasingly evident. The table below allows a year to year comparison of accident data, but it only presents information on collisions involving motor vehicles and pedestrians or bicyclists:

- ◆ The number of crashes in 1999 involving bicycles fell slightly while the number of pedestrian crashes increased over 1998.
- ◆ Bicycle-related injuries were down from the previous year.
- ◆ While the number of bicycle fatalities remained about the same in 1999 compared to 1998, pedestrian fatalities were somewhat lower.

It is noteworthy that in some years there were more pedestrian injuries than accidents involving pedestrians, suggesting multiple injuries occurred in some of the incidents.

PEDESTRIAN & BICYCLE ACCIDENT HISTORY								
Crash Type	1992	1993	1994	1995	1996	1997	1998	1999
Vehicle/Pedestrian								
Crashes	1,831	1,724	1,941	2,332	1,887	1,804	1,802	1,839
Fatalities	74	64	76	76	78	77	74	69
Injuries	1,846	1,714	1,754	2,136	1,723	1,811	1,814	1,826
Vehicle/Bicycle								
Crashes	1,460	1,447	1,485	1,511	1,330	1,307	1,399	1,382
Fatalities	19	10	10	14	6	14	13	15
Injuries	1,355	1,355	1,390	1,383	1,200	1,177	1,271	1,242

Source: INDOT Multimodal Transportation Division, INDOT Program Development Division and Indiana State Police

Last updated in February 2002